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No. 15,838. 號八十三百五千五萬一第 日四初月正年四十三緒光 HONGKONG, WEDNESDAY, FEBRUARY 5TH, 1908. 三拜禮 號五月二年八零百九千一英港香 PRICE, \$3 PER MONTH.

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In Bags 250 lbs. net \$3.00 per bag ex Factory.
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Hongkong, 8th October, 1907. a1893

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POCKET PISTOLS.
CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. 42

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
CARLOWITZ & CO. Agents.
Hongkong, 18th March, 1907. 575

NEW CARTRIDGES.
BY Popular English Manufacturers, in
all Bore and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 288G. at \$6.97 and
\$7.50 per 100 SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
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26, DES VEXES ROAD, CENTRAL.
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SPECIALLY SELECTED
LADIES' BOOTS AND SHOES.
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Photographic Goods of every Description
in Stock.
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7.00 a.m. to 9.30 a.m. Every 10 minutes.
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1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
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11.00 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.00 p.m. Every 15 minutes.
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SPECIAL CARS by arrangement at the Com-
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Hongkong, 9th May, 1907.

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WINE AND SPIRIT MERCHANTS, a34
Hongkong, 31st January 1908. 15, Queen's Road Central.

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SPECIAL VALUE IN
"WOLSEY" UNDERWEAR
PURE WOOL, UNSHRINKABLE.

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\$6.00 \$8.50 \$10.00 PER SUIT.

BATH ROBES, DRESSING GOWNS,
HOSIERY AND GLOVES.

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Hongkong, 1st February, 1908. a32

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Hongkong, 5th December, 1907. a30

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Hongkong, 27th November, 1907. a1834

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ESTABLISHED 1815.

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Hongkong, 6th April, 1904.

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EXTRA DRY (Gout Américain).

BRUT (Cordon Rouge).

SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER

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Hongkong, 1st June, 1907. a179

KELLY & WALSH, LTD.

British Journal of Photo. Almanack 1908	\$0.80	The King Over The Water, by	\$13.00
Hazell's Annual, 1908	2.75	A. Shield and Andrew Lang	
Whitaker's Almanack; 70 Cents and	2.00	The Letters of Edward Lear, Edited	13.00
The "Daily Mail" Year Book	40	by Lady Strachey, Illustrated	
Donaldson's Engineer's Annual	80	Venice: Its Individual Growth From	
Brown's Nautical Almanack	80	the Earliest Beginnings to the Fall	
The CHINA COASTERS' TIDE		of the Republic, by Molmenti;	17.00
BOOK & NAUTICAL POCKET		2 Volumes	
MANUAL	2.50	Methods and Machinery of Business	4.50
Who's Who	7.00	(Exchange and Insurance), by	
Windsor Mag. Xmas Number	71	H. Clemson	
The IMPERIAL ANGLICAN CHINESE		Through the Magic Door, by Sir	2.75
DIARY, 1908	1.50	A. Conan Doyle	
A NEW MAP of the SUN ON DISTRICT		Mining Tables, by F. Hatch and E. J.	5.25
Including Hongkong, Kowloon and the		Valentine	
New Territory. NAMES IN ENGLISH		The Weights and Measures of Inter-	2.25
and CHINESE; Showing all the Roads,		national Commerce, Tables and	
Paths, Passes, Railway, Contours,		Equivalents, by Hatch and Valentine	
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Compiled, by Kwok Lo Kwai and Tee		Culture, with Hints as to Diet	
San Tai, \$5.00.		Human Bullets. A Soldier's Story of	4.50
		Port Arthur, by Tadayoshi Sakurai;	
		Edited, by Alice Mabel Bacon	

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GRAVEN MIXTURE.

GARRICK MIXTURE.

BLACK CAT MIXTURE.

555 CIGARETTES. a30

SANDOW'S DEVELOPERS & DUMB

BELLS.

NOTICE.

INSPECTOR F. ALLEN will not hold
himself responsible for any debts incurred
by His Wife, AUGUSTA ALLEN, on or after
this date.
Hongkong, 23rd January, 1908. 238

SCOTTISH MASONIC QUADRILLE
ASSOCIATION.

A REGALIA DANCE will be held in the
CITY HALL, on FRIDAY, the 7th of
February. Dispensation to wear Regalia for
English and Scotch Masons has been received
from the DISTRICT GRAND MASTERS. No
Invitations to this Dance will be issued
after the fifth day of February.

A launch will leave the Star Ferry Wharf
at 2 A.M. to convey Kowloon residents back.
JOHN J. BLAKE,
Hon. Secretary.

Hongkong, 23rd January, 1908. 252

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST.
By CHAS. J. HALCOMBEE
(Formerly of the Imperial Chinese Customs
Service, Author of "The Mystic
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THE VOLUME which consists of 461
Pages, and includes a Sketch Plan of
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to Sir Robert Hart, G.C.M.G. and Dr. A.
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Well Furnished Reception Rooms
Private Bar and Billiard Room for Hotel
Residents
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Electric Lighting and Fans
Telephones on every Floor.
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
a39 A. F. DAVIES, Manager.

KING EDWARD HOTEL

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1906. a253

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APPROACH FROM KENNEDY ROAD AND
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Telephone No. 134.

Telegraphic Address: "SACHSOLA."
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE.
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"BRAESIDE," PRIVATE HOTEL

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and Croquet Lawns, Large Airy and
Well Furnished Bedrooms, every home comfort.
Fine View of the Harbour; Terms moderate.
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"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. a40

THE GRAND HOTEL

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS

Situated in close proximity to the Harbour
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BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.
F. DOMBALLE
M. MAILLE Proprietaires.
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VICTORIA HOTEL.

SHAMEN—CANTON.

FIRST CLASS EUROPEAN HOTEL
On the British Concession.
Electrically Lighted.

Every Modern Comfort and Convenience at
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Under the Personal Superintendence of
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TELEGRAMS—FARMER, MACAO.

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In the Centre of the Praya Grande.
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Both Hotels Electrically Lighted and under
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All comforts of a home.

A most pleasant retreat for those desirous of
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a216 THE MANAGER.

VISITORS TO CANTON.

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CAPTAIN C. V. LLOYD (a.s. "FAIRFAN")

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Messrs. KELLY & WALSH.

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Canton: Messrs. A. S. WATSON & Co

Hongkong, 4th October, 1903.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on January 4th at the Board Room. The Hon. Dr. J. M. Atkinson (President) presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Dr. F. Clark (Medical Officer of Health), Dr. H. Macfarlane (Assistant Medical Officer of Health), Hon. Mr. A. W. Brown (Registrar-General), Captain Lyons, (Captain Superintendent of Police), Colonel Martin, R.A.M.C., Hon. Mr. E. A. Hewitt, Mr. A. Shelton Hooper, Mr. H. Humphreys, and Mr. G. A. Woodcock, secretary.

WATER TANKS.

The report of the committee appointed to consider the tank question was as follows:—We consider it advisable that every facility should be afforded to occupiers who wish to have tanks or cisterns on their premises.

(1) To enable them to store sufficient water in the dry season to thoroughly cleanse their premises which the intermittent system, particularly on the rider main districts, does not admit of.

(2) And to enable them to readily obtain water in case of fire which, if taken in the incipient stage, may prevent wholesale destruction of house property, and possibly life.

(3) It should be optional for the owner to build the tank of brick and cement to the satisfaction of the Building Authority, as iron corrodes, and if it is built in a yard, and thereby contravenes section 175 of the Public Health and Buildings Ordinance, it should be lawful for the Board to grant exemption.

(4) This is governed by the first mentioned regulation.

(5) Each cistern or tank should be cleaned quarterly—lime-washing not required.

This report was agreed to by Messrs. SHELTON HOOPER and LAU CHU-TAI, but the PRESIDENT, who was also a member of the committee, wished to add the following proviso:—"I think for domestic purposes iron tanks are preferable."

The REGISTRAR-GENERAL-He said that the size of tanks should be limited in order to prevent one flat storing water at the expense of another during the intermittent season, and ground floors depriving the upper floors of a fair share of water.

The SECRETARY stated that there was a regulation which said the capacity must not exceed 100 gallons for domestic supply.

The PRESIDENT moved that the report be adopted and forwarded to the Government.

Mr. HOOPER—There is a minority report as well. There is a rider by yourself with which we did not agree. I believe the whole thing should go to the Government.

The PRESIDENT—I will move that the report be forwarded to the Government.

The REGISTRAR-GENERAL—Are we going to express an opinion on it?

The PRESIDENT—That is for members to say.

The REGISTRAR-GENERAL—I think we ought to say whether we are in favour of it or not. The Government is not asking for the opinion of the committee, but for the opinion of the Board itself. Someone ought to move the adoption of the report.

Mr. HOOPER—I am quite prepared to move the adoption of the report, but I thought it might come better from another member of the Board who was not on the committee.

The REGISTRAR-GENERAL—You are not in favour of the proviso?

Mr. HOOPER—No.

CAPTAIN LYONS seconded the motion, which was agreed to.

THE TUNG WAI HOSPITAL.

Mr. E. M. Haselard, architect, wrote to the Board as follows:—"With reference to your notice of the 23rd ult. calling upon the Tung Wai Hospital to open out on each story one half of the entire space intervening between the principal room and the main back wall I have the honour to submit a tracing showing these premises, and beg to point out that the upper floors are provided with the required open space at the rear, and as the ground floor is used as a shop I trust that exemption from opening up the kitchen may be granted in this case."

The REGISTRAR-GENERAL—Can we make him provide slaughter houses in these villages?

The MEDICAL OFFICER OF HEALTH—There are appointed slaughter houses.

The REGISTRAR-GENERAL—We should tell him to start slaughter houses in each of these villages.

Hon. Mr. HEWITT—He is not suffering any hardship by not getting these fees?

The SECRETARY—No.

Hon. Mr. HEWITT—He signed the contract with his eyes open?

The SECRETARY—Yes, and I rather think he did it with the object of raising this question as soon as the contract was signed.

The REGISTRAR-GENERAL—We should just leave the matter as it is.

The PRESIDENT—It's a case of spite I think.

Hon. Mr. HEWITT—It's a squeal.

The REGISTRAR-GENERAL—The contractor's application was laid on the table.

MORTALITY STATISTICS.

Based on a death rate per 1000 per annum, the mortality statistics for the whole Colony during the week ended 11th January was 21.6, while for the week ended 18th January it was 17.5, as against 18.3 for the corresponding week last year.

SUPREME COURT.

Tuesday, February 4th.

IN SUMMARY JURISDICTION.

Before His Honour, Mr. A. G. WISS (Puisne Judge).

AN INCONSOLABLE DEBTOR.

Action was brought by Lai Chan-po to recover from Lai Wai him the sum of \$920.75 due for goods sold and delivered, and for moneys paid and advanced. Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office) appeared for the plaintiff. The defendant appeared in custody, very considerably, and was not represented by counsel.

Defendant admitted to his Lordship that he owed the money, but said he had no means to pay it.

His Lordship—There is no necessity to cry about it. Since you got the goods without the money to pay, you have got to suffer.

Defendant—My uncle promised to send the money to me, but he has not done so.

His Lordship—Judgment and costs for plaintiff.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The eighty-fifth report of the Court of Directors to the ordinary half-yearly general meeting of Shareholders to be held at the City Hall, Hongkong, on Saturday, February 15th reads as follows:—

To the Proprietors of the Hongkong and Shanghai Banking Corporation. Gentlemen.—The Directors have now to submit to you a general statement of the affairs of the Bank, and Balance Sheet for the half-year ending 31st December, 1907.

The net profits for that period, including \$1,797,167.54, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$4,942,974.06.

The Directors recommend the transfer of \$500,000 from the Profit and Loss Account to credit of the Silver Reserve Fund, which Fund with the addition from the premium on the new share, will then stand at \$13,500,000.

After making this transfer and deducting remuneration to Directors there remains for appropriation \$4,442,974.06, out of which the Directors recommend the payment of a dividend of two pounds sterling per share on the old shares and a proportional dividend, or one pound and ten shillings sterling per share on the new share, viz., £220,000, which at 1/2p. the rate of the day, will absorb \$2,427,556.21.

The balance of \$2,015,417.85 to be carried to new profit and loss account.

The shares of the new issue have all been allotted and paid for in full: the capital now stands at \$15,000,000, and from the premium on the new shares the "storing" reserve fund has been increased by \$500,000 and the Silver Reserve Fund by \$1,500,000.

The Honorable Mr. H. Kowick has been elected Chairman for the year 1908, and Mr. E. Goss, Deputy Chairman.

Mr. A. Haupt, having resigned his seat on leaving the Colony, Mr. G. Friedland has been invited to fill the vacancy; the appointment requires confirmation at this meeting.

Mr. G. H. McDermott, Mr. C. H. Lennox and Mr. H. B. Tomkins retire in rotation, but being eligible for re-election, offer themselves accordingly.

The accounts have been audited by Mr. W. Hutton Potts and Mr. A. G. Wood who offer themselves for re-election.

G. H. MEDHURST, Chairman.

Hongkong, 4th February, 1908.

ABSTRACT OF ASSETS AND LIABILITIES.

31st December, 1907.

LIABILITIES.

Share capital, £15,000,000, 15,000,000.00

Reserve fund, £1,500,000, 1,500,000.00

Marine insurance account, 250,000.00

Notes in circulation, 250,000.00

Authorized issue against securities and coin deposited with the Crown Agents for the Colonies and their trustees, 15,000,000.00

Additional issue authorized by Hongkong Ordinances against coin lodged with the Hongkong Government, 711,147.00

Current accounts, 15,711,147.00

Silver, 170,411,628.55

Gold, £4,942,974.06, 4,942,974.06

Fixed deposits, 550,079,064.30

Gold, £4,942,974.06, 4,942,974.06

Bills payable (including drafts on London Bankers, call loans and short sight drawings on London office against bills receivable and bullion shipments), 11,475,788.32

Profit and loss account, 4,942,974.06

Liability on bills of exchange rediscounted, £1,322,442.16, 1,322,442.16

£4,942,974.06, 4,942,974.06

Assets.

Cash, £40,506,887.37

Coins lodged with the Hongkong Government against authorized and for excess note circulation, 10,000,000.00

Bullion in hand and in transit, 2,431,765.52

Indian Government Rupee paper, 2,015,891.54

Commodities, call loans and other securities, 6,405,912.25

Sterling reserve fund, £1,500,000, 1,500,000.00

£1,008,000.24 per cent. Consols at 87, £890,506.06

(of which £250,000 lodged with the Bank of England as Special Reserve)

£255,000.11 per cent. National War Loan, at 90, 229,500.00

£225,000 other Sterling Securities written down, 270,946.00

£1,500,000.00

Bills discounted, loans and credits, 15,000,000.00

Bills receivable, 1,008,165.76

Bank premises, 1,792,394.25

\$200,457,070.98

GENERAL PROFIT AND LOSS ACCOUNT.

December 31st, 1907.

To amount written off, 15,000.00

Remuneration to Directors, 15,000.00

To dividend account, 2,427,556.21

25 per share on 50,000 shares, £125,000, 125,000.00

Proportional dividend, or £1.10 per share on 40,000 shares, new issue, 44,000.00

£220,000.00 at 1/2p. 427,556.21

To transfer to silver reserve fund, 500,000.00

To balance forward to next half-year, 2,000,387.85

\$4,942,974.06

By balance of undivided profits, 30th June, 1907, £1,797,167.54

By amount of net profits for the six months ending 31st December, 1907, after making provision for bad and doubtful debts, deducting all expenses and interest paid and due, 3,145,806.52

\$4,942,974.06

SILVER RESERVE FUND.

To balance, £1,500,000, 1,500,000.00

By balance 30th June 1907, £1,000,000, 1,000,000.00

By part of premium on new shares, 500,000.00

(invested in sterling securities), 15,000,000.00

\$13,500,000.00

To balance 30th June, 1907, £1,750,000.00

By balance of premium on new shares, 1,250,000.00

By transfer from profit and loss account, 500,000.00

\$13,500,000.00

HAMBURG.

(FROM OUR CORRESPONDENT.)

January 3rd.

At the annual meeting of the "Hamburger Kaufmann"—the association of the merchants, bankers, shipowners, &c. of Hamburg—held, as usual on the last day of the year, the Chamber of Commerce submitted their report for 1907, in which they say that the high tide of prosperity they had been able to signalize a year ago very soon afterwards showed unmistakable signs of receding.

Whereas, money in the spring months is wont to become easier, this has not been the case in the early part of the year under review. A renewed demand of an extensive character having sprung up, owing in a great measure to the requirements of speculation who with the object of preventing a rapid decline in the prices of copper, coffee and other articles in which there had been considerable over-production commenced storing the supplies they held. At the same time a steady advance in cereals took place in consequence of a largely increased demand for home consumption in the United States and the disappointing yield of the harvest in Argentina, so that the maximum import duty fixed by the new German tariff came into operation. Fertilizers, especially nitrate of soda, continued to rule high, but the prices of most other articles began to give way towards the end of the first half year, there of copper, spelter, jute, hides, india rubber &c. and nearly all securities declined more slowly but without intermission whilst most of the industries, particularly those protected by combine, and the regular steamer lines with a faithful clientele have been less affected by the retrograde movement. The textile industries and the shipbuilding trade report favourably of the past year but will have now to face a much reduced demand, which will be felt all the more severely as during the recent period of unparalleled activity wages have advanced considerably whilst working hours have been shortened, the high prices of coal and bread are likewise adverse factors.

AMERICAN OVER-PRODUCTION. The United States, where over-production had been most rampant, were the first to suffer; over-capitalized undertakings collapsed and a serious financial crisis, extending all over the country, followed, the effects of which were felt in all the markets of the world. The spirit of enterprise received a check and owing to the failure of several firms in the city, who had hitherto been looked upon as beyond doubt credits generally were curtailed. The distrust caused by these failures seems hardly justified, however, as the downfall of the firms in question was in nearly every case due, not to the crisis, which may have hastened the disaster, but to previous recklessness and mismanagement. There is reason to hope therefore that the occurrences here have been but the reflection of the thunderstorm that has burst over the United States, all the more as the state of trade in this country appears to be perfectly sound. Should the number of drafts in circulation be materially reduced in consequence of the reserve imposed upon merchants by the American crisis and of a lower range of prices, it would be a matter for congratulation, as the surest means of restoring confidence. How for the tension in the money market has gone is best illustrated by the fact that corporations of small towns, not being able to place fresh loans, have been obliged to draw bills for their immediate requirements. I may mention in parentheses that the town of Dortmund has quite recently raised a loan on unsecured municipal stock with the Reichsbank at 8 1/2 per cent. interest. It would be well therefore if municipalities would in future act with greater reserve and refrain from spending money on improvements which do not promise an immediate return.

DISCOUNT. The rate of discount at the end of the year is an unusually high one; it has ruled much about that of the previous one all through the past twelve months, the Imperial Bank having in self-defence been obliged to keep its official rate 1 1/2 per cent. above that of the Bank of England; strange to say however the private rate of discount has on several occasions been below that in the London market. If rates in France have been comparatively low all the time it is owing probably not so much to the system pursued by the Bank of charging a premium on gold, as to the fact that the commercial development of the country has remained behind that of England and Germany and that consequently less capital has been required. Under the circumstances the issue of loans in the German markets, after various 4 per cent. state and municipal loans had been provided for in the first half of the year, has come to a standstill. The emission of treasury bills at short dates has also tended to increase the demand for money.

SHIPPING. The overseas shipping trade has had to contend with serious and protracted labour troubles which have not only added materially to the working expenses but have in many instances proved detrimental to the prompt and careful performance of the work in hand. The unusually high price of coal has also acted adversely. The heavy traffic during the greater part of the year has however afforded an equivalent to the regular lines of steamers, 80 per cent of the tonnage of which belong to the Hamburg America Line—429 steamers of together 1,511,925 tons out of a total of 662 steamers of together 1,874,449 tons—so that the results of the past twelve months appear on the whole satisfactory. Most of the companies being in a strong position financially, a period of general slackness, such as has set in at present, will not affect them sensibly. Owing to the large number of emigrants from Russia, Australia

KING EDWARD VII LIQUEUR WHISKY, WHITE LABEL.

PERFECT IN MELLOWNESS, AGE AND FLAVOUR, RIGHT WHISKY TO TAKE. NO ILL EFFECTS.

THE DISTILLERS CO. LTD., EDINBURGH.

SOLE AGENTS:—

H. PRICE & CO. LTD.

WINE, SPIRIT & CIGAR MERCHANTS, 12, QUEEN'S ROAD CENTRAL.

\$15 PER CASE

BUT WORTH MUCH MORE,

ROBINSON PIANO CO. LTD.

PIANOS TUNED AND REPAIRED

BY QUALIFIED MEN AT MODERATE CHARGE.

THE P. & O. COMPANY AND ITS JAPANESE COMPETITORS.

A letter in the Times says:—"The chairman of the P. & O. Company will doubtless respond—and that with an effect which his intimate knowledge of the conditions enables him to do more forcibly than any other disputant—to the attacks of Mr. Bomanji on the great steamship company of Lendalthe-Strait. But there is one point in the last paragraph of Mr. Bomanji's letter which I venture to think proves that this gentleman is hardly qualified to be taken seriously in regard to shipping matters. Having spoken of the fact that the Bombay trade has to put up with a speed of a fraction over 16 knots for its mails during the next seven years, he goes on to say that perhaps 30-knot boats will be a commonplace before long in other trades."

This is absolute absurdity. There is no trade save the New York trade which has even 20-knot vessels. Even the shortest run to our nearest daughter nation, Canada, has not yet got vessels of quite that sea speed. Compare the conditions between New York and Bombay. Regard the number of passengers, moving, and their average wealth. Civil servants and soldiers, though possibly pleasant fellow travellers than American millionaires, will hardly pay fares which will make much impression on the cost bills which high speed involves. Let Mr. Bomanji regard these simple figures of Unadmiral ships.

Ship. Date. Tonnage. I.h.p. Speed. Umbra ... 1881 8,000 14,500 20.0. Lucania ... 1893 13,000 30,000 22.0. Lusitania ... 1907 13,000 70,000 say 25.0.

Then let him reckon on the size and power of a steamer which would be needed to do the 30 knots of which he so glibly talks in the New York trade. Let him remember that the improvements of over 2 years have been needed to add five knots to the speed of the Umbra, even with the dimensions of the Lusitania; and the next five knots would be infinitely more costly.

Then as regards coal. The price of coal east of Suez is far higher than either at Liverpool or New York and it would be absurd to run at 30 knots in order to waste time coaling en route. Does Mr. Bomanji imagine that a 3-knot passenger steamer could ever get through the canal? To get to New York the Lusitania and Lucania have to take 8,000 tons of coal in their bunkers. The distance to Bombay is four times that to New York. Can he believe that till some new power is harnessed we can expect to see even 20 knots in the Eastern trade?

I apologise for having devoted so much space to demonstrating the obvious.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 4th at 12.05 p.m.—The barometer has risen moderately over Japan and the S. coast of China.

The area of high pressure still lies over the continent to the North of the Yangtze and pressure is relatively low over the S. part of the China Sea.

Fresh to strong monsoon may be expected in the Formosa Channel and the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (*) N.E. winds, fresh or strong.

South coast of China between Hongkong and Lamooka. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

(*) N. to N.E. winds, fresh or moderate; cloudy, drizzling rain or mist.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Panna. Order: A.B.O. 5th St. London.

P.O. Box, 88. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

M. R. GUSTAV HINDER having resigned, ceased to sign our Firm's name per procuration on the 1st inst.

We have this Day authorized Mr. WILHELM SCHUECHNER and Mr. FRIEDRICH WILHELM PFAFF to sign our Firm's name per procuration.

CARLOWITZ & CO.
Hongkong, China 1st Feb. 1906.

WANTED.

A COMPETENT TYPIST and SHORT HAND CLERK.

Apply by letter to "Box 600," Care of "Daily Press" Office, Hongkong, 5th February, 1906. 310

TO LET.

L. A. HACIENDA, East, Mount Kellie, The Peak, unfurnished, from the middle of end of April next. For particulars apply to the undersigned.

C. H. GRACE, Care of Secretary's Office, Hongkong Club, Hongkong, 5th February, 1906. 311

TO LET.

FROM 15th February, "FAIRVIEW," No. 1, ROBINSON ROAD, splendid situation, with fine view of harbour; Six Big Rooms—Apply to L. B. GRACE, Care of "Daily Press" Office, Hongkong, 5th February 1906. 312

JURORS LIST, 1906.

SUPREME COURT.

IT IS HEREBY NOTIFIED that pursuant to the provisions of the JURY COMPANION ORDINANCE, 1887, I have this day caused to be posted at the Chief Clerk's Office, Court House, a List of all persons ascertained by me to be liable to serve as JURORS.

The said List will remain so posted until the 15th proximo, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such notice.

ARATHOON SETH, Registrar, Hongkong, 31st January, 1906. 313

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, Hotel Macao, on TUESDAY, the 24th February at 12 o'clock NOON for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th inst., both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary, Hongkong 5th February 1906. 314

THEATRE ROYAL, CITY HALL.

THE HONGKONG MATHEMATICAL CLUB.

WILL PRESENT "THE LIARS"

An Original Comedy, in Four Acts, By HENRY ARTHUR JONES

THURSDAY ... 20th February
FRIDAY ... 21st February

SATURDAY ... 22nd February
Doors open at 8.30 p.m. Performance at 9 p.m.
Prices \$3, \$4 and \$5.

Sailors and Soldiers in uniform Half-price to Fitz Street and Fitz Street Office at the ROBINSON PIANO CO. open on MONDAY 10th February, 1906 at 10 a.m. Hongkong, 4th February, 1906. 315

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MACASSAR.

Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship "TILATJAP," Captain van Emmerik, will be despatched for the above Ports on or about 14th February.

For information as to Freight and Passage, apply to the Head Agent of the JAVA-CHINA-JAPAN LINE, 2nd Floor, 10, Queen's Road Central, Hongkong, 5th February, 1906. 316

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "JAPAN," Captain J. G. Offert, will be despatched for the above Ports on SATURDAY, the 8th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents, Hongkong, 5th February, 1906. 317

NEW ADVERTISEMENTS

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship "HAICHING," Captain A. E. Hodgins, will be despatched for the above Ports on THURSDAY, the 8th inst. at 11 a.m.

For Freight or Passage, apply to DOUGLAS, LARRAIK & Co., General Managers, Hongkong, 4th February, 1906. 307

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship "BRASLEIA," Captain Haas, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge, will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9 a.m.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Agents, Hongkong, 4th February, 1906. 308

NORDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ SIGISMUND," Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 a.m.

All claims must reach us before the 15th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents, Hongkong, 4th February, 1906. 309

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamer "NUBIA," FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 4th February, 1906. 310

NOW READY.

MAIL TABLES FOR 1906.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents
On Paper ... 20
On Sale at the Hongkong Daily Press Office Hongkong, 17th January, 1906. 215

ON SALE.

THE FIFTY YEARS ANGLICAN CALENDAR 日曆英中甲子

FROM 1st JANUARY, 1864 TO 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 70TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SU.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

ON SALE. BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, January to June 1905. With Index. Price \$1.50.

On sale at the "HONGKONG DAILY PRESS" Office, Hongkong, 25th July, 1905. 216

NOTICES OF FIRMS

OSAKA SHOSEN KAISHA.

HONGKONG OFFICE.

NOTICE IS HEREBY GIVEN that during the temporary absence from the Colony of the Undersigned Mr. SHINICHI HACHIMOTO will assume charge of this Office.

T. ARIMA, Manager, Hongkong, 1st February, 1906. 208

NOTICE.

WE have this day admitted Mr. GEORGE EDWARD MORRELL into Partnership with us and the Firm's Business will from this Date be carried on under the Firm name of GOLDRING, BARLOW AND MORRELL.

GOLDRING & BARLOW, Hongkong, 1st February, 1906. 209

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

THE Secretaryship of the CHAMBER is taken over by Mr. E. A. M. WILLIAMS from this date.

EDBERT A. HEWETT, Chairman, Hongkong, 1st February, 1906. 206

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 15th day of February, 1906, at Noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1905.

By Order of the Board of Directors, J. R. M. SMITH, Chief Manager, Hongkong, 29th January, 1906. 283

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHAREHOLDERS of the Corporation will be CLOSED from MONDAY, the 3rd to the 15th day of February, 1906 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, J. R. M. SMITH, Chief Manager, Hongkong, 29th January, 1906. 283

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders in this Company will be held at the Company's Office, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1906, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary, Hongkong, 3rd January, 1906. 289

WANTED.

WANTED AT ONCE, for Shanghai by large Company, Competent Male STENOGRAPHER and TYPIST. State Age, Experience and Salary required.

"MERCANTILE," Care of "Daily Press" Office, Hongkong, 1st February, 1906. 297

WANTED.

POSITION in Mercantile Firm by Young Man just out from Home. Perfect knowledge of English and German; good knowledge of French and general reputation of Office Work.

Apply to—Box 223, Care of "Daily Press" Office, Hongkong, 23rd January, 1906. 250

HONGKONG CLUB.

NOTICE.

APPLICATIONS will be received by the Under-Secretary up to the 28th February 1906, for the Post of ACTING SECRETARY to the above Club for Twelve Months from the 1st April, 1906 to the 1st April, 1907, with the prospect of a permanent appointment as Secretary.

Applicants should be unmarried as residence on the Club Premises is essential.

By Order, C. H. GRACE, Secretary, Hongkong, 27th January, 1906. 255

AUCTION

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of February, 1906, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND adjoining Shaukiwan Island Lot No. 410 in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

By Order, C. H. GRACE, Secretary, Hongkong, 27th January, 1906. 255

AUCTION

PUBLIC AUCTION.

PARTICULARS OF THE LOT.

Locality: Boundary Measurements: Containing: Approximate Area: Upset Price.

Shaukiwan Island Lot No. 410. About 1,344 square feet. 1,344.

As per sale plan.

For further particulars, apply to the Under-Secretary of the Public Works Department, Hongkong, 27th January, 1906. 256

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CANTON every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1898. 8

INTIMATIONS

NOTIFICATION.

IT IS HEREBY NOTIFIED that applications are invited for the Appointment of a FEMALE PROBATIONER NURSE, which will be vacant on the 1st of APRIL next, in the Medical Department.

Applications in the handwriting of the applicants with Certificates of Character, etc., should be forwarded to the Principal Civil Medical Officer, at the Civil Hospital, not later than Noon on the 29th February next.

Salary, £2,400 rising by annual increments of £30 to £3,000 per annum, with uniform, attendance, free furnished quarters and an allowance of \$84 per annum for fuel and light. Full Particulars may be had on application.

J. M. ATKINSON, Principal Civil Medical Officer, Hongkong, 28th January, 1906. 280

E

NOTICE IS HEREBY GIVEN that the PEAK TRAMWAYS COMPANY have submitted to the Government revised plans showing the route of the proposed NEW TRAM from the Queen's Road and of Battery Path via GLENELG VALLEY to the PEAK.

The route now proposed cuts the lower part of the North-eastern edge of the Public Gardens and then passing on trestles along their Western extremity, and within 100 yards of the Roman Catholic Cathedral, crosses Robinson Road about 80 yards to the East of its junction with Conduit Road. Continuing onwards it passes within 120 yards of Island Lot No. 1568 and adjoins the Peak Road opposite Island Lot No. 1145, keeping after that to the Eastern slope of Victoria Peak.

Owners of adjacent property and the general public who may be interested in the effect of the Tramway upon the Public Gardens can inspect the plans and drawings at the Office of the Director of Public Works for a period of one month from this date between the hours of 10 A.M. and 4 P.M.

By Command, F. H. MAX, Colonial Secretary, Hongkong, 18th January, 1906. 280

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS in Bags, Packets, Sets, &c. &c. AND All other Philatelic Goods.

CALL AT—GRACIA & CO., Hongkong Hotel Corridor, Hongkong, 1st January, 1906. 118

S

SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. 1540

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 1444

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE, Manager, Hongkong, 15th November, 1901. 43

MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.) COAL DEPARTMENT MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices. All Letters Addressed: MANAGER MITSU BISHI CO. with name of place under. BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KATSU, SHANGHAI, HONGKONG, & HANKOW.

AGENTS—YOKOHAMA: M. ARADA, EN. CHINKIANG: Messrs. GRADING & Co. MANILA: Messrs. MACONDRAY & Co.

SOLE PROPRIETORS of Takashima, Ochi, Shinaw, Namsan, and Kam-Yamada Collieries, and also Hoko Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

Sole Agents for KISHIDAKE COAL. The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, 31st Nov. 2, Pedder Street.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CANTON every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1898. 8

ENTERTAINMENTS

GRAND BOXING CONTEST.

CITY HALL.

TO-NIGHT (WEDNESDAY), The 5th FEBRUARY, 1906.

U.S. NAVY.

H.M.S. "KENT."

Booking and plans at ROBINSON PIANO CO. Hongkong, 28th January, 1906. 275

THE BANDMANN COMEDY CO.

22 LONDON ARTISTES 22

FOR ONE NIGHT ONLY

SPECIAL FAREWELL VISIT.

On FRIDAY, the 7th FEBRUARY, 1906.

THE POWERFUL PLAY "SUNDAY," From the Comedy Theatre, London.

Prices: \$3, \$2, and \$1.

Box Plan now open at Messrs. S. MOUTRIE & CO., LD., Hongkong, 29th January, 1906. 277

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents, Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE TIRE INSURANCE COMPANY. TOTAL FUNDS at 31st DECEMBER, 1905, £1,537,119.

AUTHORIZED CAPITAL... £3,000,000. SUBSCRIBED CAPITAL... 2,750,000. PAID-UP CAPITAL... 687,500. 0 0. (I. FINE FUNDS)... 8,386,720 18 6.

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents, Hongkong, 27th April, 1907. 1146

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., Hongkong, 13th August 1906. 28

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE. The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants—Wholesale and Retail. Ironmongers, Pig Iron and Foundry. Coke—Importers—General Storekeepers and Commission Agents, 35 & 37, King Loong Street, (1st Street West of Central Market), Telephone No. 5118.

PRINTING.

"DAILY PRESS" OFFICE. Proofs read by Englishmen.

TYPEWRITER.

F. A. V. RIBEIRO, Typewriting Work Undertaken, Clean

INTIMATIONS

S. MOUTRIE & CO. LTD.

THE ORCHESTRELLER CO'S
NEW MODEL

"AERIOLA"

PIANO PLAYERS

RETURNED AFTER A FEW MONTHS
ON HIRE
REDUCED TO \$350.

A MARVEL OF MECHANICAL GENIUS
AND THE MOST PERFECT INSTRUMENT ON THE MARKET.

A WRITTEN GUARANTEE GIVEN
WITH EACH INSTRUMENT.

SOLE AGENTS:

S. MOUTRIE & CO., LD.,
York Building, Chater Road.
Hongkong, 19th November, 1907. 37-1

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS.
"CLAREMONT"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 1530

TO LET

TO LET

LARGE OFFICE ROOM on First Floor
of No. 16, DES VEUUX ROAD.
Apply to— FRED. BORNEMANN,
No. 10, Des Vaux Road Central.
Hongkong, 23rd January, 1908. 144

TO LET

PEL 1st January, One OFFICE ROOM
on Second Floor, Prince's Building.
Apply to—
REUTER, BROECKELMANN & CO.
Hongkong, 9th December, 1907. 102

TO LET

NO. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1904. 168

TO LET

OFFICES in ALEXANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. WATSON & Co., Limited.
Hongkong, 23rd April, 1907. 91

TO LET—AT CANTON.

EIGHT ROOMED HOUSE on
SHAMEN. A.B. 69.
Apply to— Care of "Daily Press" Office.
Hongkong, 23rd January, 1908. 251

TO LET

NO. 5, ORMSBY TERRACE, Kowloon.
Chapman Rental.
Apply to—
SPANISH PROCURATION.
Hongkong, 18th October, 1907. 97

TO LET

GODOWN No. 3, NEW PRAYA, Ken-
nedy Town.
Apply to—
HONGKONG LAND INVESTMENT
& AGENCY CO., LD.
Hongkong, 1st February, 1908. 260

TO LET

FROM 1st MAY.
KOWLOON MARINE LOT 43, Yau-mat,
Area 85,200 square feet and with 255
feet Sea Frontage. Especially suited for Storage
of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE &
FINANCE CO., LTD.
Hongkong, 18th January, 1908. 221

TO LET

OFFICES and ROOMS on the 1st and 2nd
Floors of No. 14 DES VEUUX ROAD
CENTRAL, formerly occupied by Messrs.
SHEWAN, TOMES & CO.
Apply to—
HOUSE, No. 11, SEYMOUR ROAD, newly
painted and colour washed.
One FIVE ROOMED BUNGALOW,
"THE NICK" No. 84, Mount Gough, Peak,
Garden and Tennis. (From 1st April next).
Apply to—
THE COMPRADORE DEPT.,
JARDINE, MATHESON & Co., Ltd.,
Connaught Road Central.
Hongkong, 1st February, 1908. 299

TO LET

NO. 2, CHANCERY LANE. Furnished
or unfurnished 6 ROOMS. Electric
Light.
Apply to—
"STILLINGFLEET" Peak Road. SIX
ROOMED HOUSE with Fine View of
Harbour.
Apply to—
"HARPERVILLE" Garden Road. SIX
ROOMED HOUSE fitted with Electric Light
and full use of Tennis Court.
Apply to—
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
5, Queen's Road Central.
Hongkong, 4th January, 1908. 146

TO LET

THE Top Floor of No. 2, Wyndham Street
lately vacated by the Hotel Baltimore,
suitable for a Club or Boarding House.
Apply to—
DAVID SASSOON & Co. Ltd.
Hongkong, 4th January, 1908. 96

TO LET

SIX ROOMED HOUSE at ELLIOT
CHESBENT, Robinson Road. Furnished
or Unfurnished.
Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 22nd January, 1908. 100

TO LET

4 and 5 ROOMED HOUSES in Kowloon.
COMMODOUS SHOP in Des Vaux Road
Central, Hongkong. Immediate possession.
Moderate rentals.
Apply to—
HUMPHREYS ESTATE &
FINANCE CO., LD.
Hongkong, 18th January, 1908. 117

TO LET

THREE ROOMS on the first floor of No. 34,
QUEEN'S ROAD CENTRAL, (opposite
the General Post Office) The Rooms are
light, spacious and well ventilated. Very
moderate rent. Immediate Possession.
Apply to—
YEE SANG FAT & CO.,
Same address.
Hongkong, 23rd January, 1907. 270

TO LET

NO. 5, MORRISON HILL.
One FOUR ROOMED HOUSE at Praya
East, near East Point.
Apply to—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 21st October, 1907. 93

TO LET

OFFICES on Top Floor No. 2, Connaught
Road, facing the Cricket Ground.
"HATFIELD" Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit
Road.
Apply to—
GODOWNS in YORK BUILDING,
GODOWNS in PRAYA EAST, BLUE
BUILDINGS and No. 16B, Des Vaux Road
next to the HONGKONG HOTEL.
FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st February, 1908. 26

TO LET

FIRST Class European Houses, furnished
or unfurnished, Local Terrace and
Humphreys Avenue, Kowloon.
Apply to—
TAM TSE KONG,
Care of Hip On Insurance, Exchange and
Loan Co., Ltd., 42, Bousham Street, West,
Hongkong, 1st October, 1907. 24

TO LET

GODOWN No. 101, Praya East.
Apply to—
CHATER & MODY,
Victoria Buildings,
Hongkong, 17th January, 1908. 212

TO LET

ROOMS TO LET. Well and Comfortably
Furnished, with separate Kitchens and
Baths for each set of Rooms. Good accom-
modation. Gas, Electric and Water laid on.
Rent very moderate.
Apply to—
H. RUTONJEE & SON,
5, D'Aguiar Street, or
45, Elgin Road, Kowloon.
Hongkong, 15th January 1908. 202

TO LET

A HOUSE in KNOTSFORD TERRACE
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st February, 1908. 185

TO LET

UCTION ROOMS, No. 2, Zeland Street,
Kowloon.
Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 7th January, 1908. 87

TO LET

"EGGESFORD" (Furnished) No. 114,
PRAY. Contains 6 ROOMS.
No. 71, WYNDHAM STREET.
"GLENWOOD" CARRAGE ROAD, suitable
for a Boarding house or Club. Containing 26
Rooms.
Apply to—
OFFICES in Queen's Road Central.
BRILLIANT TERRACE HOUSES,
ROBINSON ROAD.
GOOD CENTRAL GODOWN, No. 3,
DUDELL STREET.
LADDER, No. 9, CONDUIT Road,
8 Rooms. Furnished or Unfurnished from
15th April, 1908. Large Servants' Quarters
and full sized Tennis Court.
Apply to—
No. 5, DES VEUUX VILLAS (PRAY).
No. 37, PRAYA GRANDE, Macao.
Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 5th February, 1908. 189

TO LET

NO. 59, CAINE ROAD.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 27th November, 1907. 191

THE "ALL-RED" ROUTE—THE OTHER SIDE

Correspondent sent the Times the following
statements of objections to the proposed "All
Red" route:

The project known as the "All Red" route
has at the moment, attractions for politicians
and journalists who, influenced by so-called
imperial ideas, see in it a new bond of union
between Great Britain and her larger Colonies
in Canada and Australia—but Sir Wilfrid
Laurier, the Canadian Premier, struck a warning
note when he told his Black and White
club that the great scheme has to be considered from
a commercial as well as a patriotic standpoint.

It is not to be overlooked besides that the
"All Red" idea is not, as it is generally
represented, new. There is at present an "All
Red" service by existing routes and lines, and
what immediately concerns us is to know
whether these stand in need of improvement,
and if they do, whether the new "All Red"
project is best for that end. The "All Red"
scheme is open to serious objections from the
commercial standpoint.

England has already adequate means of com-
munication with Canada and between Canada
and Australia and the East. The Canadian
Pacific Railway, Allan, and Dominion Lines,
and several others, have provided regular
services to and from Canadian ports all the year
round, and there are the Canadian Pacific
Railway and Canadian Australian Lines between
Vancouver and New Zealand, and
Eastern ports. The sea and speed, say, 10,000
steamer engaged in the passenger trade are
apparently as great as are called for by the
growing requirements of the trade, and are being
increased year by year to keep pace with the
growth of these requirements.

The conditions of navigation in Canadian
waters are unfavourable to steamers of extreme
speed and size. The St. Lawrence River, which
route possesses enormous natural advantages as
compared with routes via Halifax or St. John,
N.B., is suitable for steamers of a reasonable
size and speed, say, 10,000 and 20 knots, but is
wholly out of the question for such steamers as
the Mauretania.

The only Canadian ports which could accom-
modate steamers of the enormous size and speed
suggested for the "All Red" line are Halifax
and Sydney, C.B. These ports are subject to
the great disadvantage of long distance from the
centres of population and business in Canada.
Halifax is 738 miles from Montreal, and Sydney
is at a much greater distance. Passengers
leaving at Halifax have therefore to undergo a
railway journey of about 24 hours' duration,
with all its attendant discomfort, before reaching
Montreal, which is the starting-point for all
traffic for western provinces.

On the other hand, steamers using the St.
Lawrence route can land their passengers in
Montreal with much less discomfort and at
much less expense. The natural advantages of
the St. Lawrence route are in fact, so great that
it will certainly continue to be the principal
route for passenger traffic, as well as almost the
only route for freight traffic, even if a
new service of steamers of great size and speed
were established via Halifax or Sydney.

The "All Red" scheme is an attempt to
divert Canadian traffic from its natural channel.
It would involve enormous expenditures by the
Government concerned, as huge subsidies would
be required to give the proposed service any
chance of success. In so far as the attempt
succeeded, it would injure the existing companies
which have invested large amounts of capital in
their business, and even if completely successful,
it would divert a portion of the traffic from the St.
Lawrence to another route would confer no
advantages on the people of either Canada or
Great Britain in compensation for the great
expense involved, and the injury to established
lines.

The "All Red" scheme is based on two fun-
damental assumptions, both erroneous. The
first is that there is a pressing demand for
extreme speed of transit over all other
considerations. This is true only of mail. It
is not true of all other goods and passengers.
Passengers, who form by far the largest section
of Canadian passenger traffic. It is only
partially true of mail passengers, of whom
large numbers think more of comfort and
steadiness than of great speed. The German
lines and the White Star Lines have realized
this, and are acting accordingly.

The second fundamental error is that pas-
sengers hate life at sea to such an extent that
they will generally prefer the route which
involves the shortest time on board ship. If
this were true the New York line would long
ago have made regular calls at Halifax, the
nearest port to land and embark passengers.
They have not done so, because the desire to
get ashore quickly did not really exist. In the
Canadian steamers all cabin passengers have the
option of landing at Quebec and proceeding by
rail to Montreal. Very few do land, the great
majority preferring to spend another day on
board rather than incur the trouble of even an
easy railway journey of six or seven hours. On
the St. Lawrence route the last three days of
the passage are on inland waters, and these days
are generally enjoyable.

As the suggested west Ireland port,
Blackhead Bay, it is impossible as a terminus,
for the simple reason that the steamer could
not get coal, stores, &c., without enormous
difficulties, not to mention the want of facilities
for overhaul of machinery, &c. They would be
forced to use Liverpool, or some similar port, as a
terminus, and then it would be found useless to
call at any port in Ireland. Passengers would
most certainly prefer to embark in comfort at
the Liverpool steamer rather than incur the
inconvenience and fatigue of a channel passage,
followed by a railway journey across Ireland.
Even for mails it would be found useless to call,
for the same reasons that have led to the
abandonment of Merville as a port of call for
Canadian mails, and will soon lead the new
York mails for England going direct instead of
via Queenstown.

If faster transit of mails be wanted it can
be much more easily and economically given by
arrangements to accelerate the existing mail
services to the St. Lawrence in summer and to
Halifax in the winter. In summer a very short
sea passage for mails can be secured if mail
steamers call at Sydney, C.B., 2,280 miles from
Liverpool. This route for mails has already
been used experimentally, and with encouraging
results.

Sir, It is evidently expected that all "true
Britons" should cheer for the so-called "All
Red" route, and agree off hand that its cost
ought to be shared by the Mother Country,
Canada, and Australia. On what basis the
relative assessments are to be made, or what is
to be the total cost of the undertaking, no one
knows. That is the present position of the
project, though the cheering has been already
started. When the volume of traffic to the
sufficiency of popular enthusiasm the plan
will be handed to the Motherland, while Colonial
enquiries will plead for her generous contribu-
tion towards "this great bond of Imperial
unity."

Now, Sir, what does this "All Red Route"
really mean, and what is the origin of the
phrase? Its origin is simple, for on all British
school maps British land is coloured red, so
that particular colour has become the popular

symbol of exclusive British ownership and
absolute British control. The impressions of
childhood retain their influence on the
sympathies of the masses, and so any
thing and everything labelled "All Red"
awakens popular interest, if not enthusiasm.
This is neither surprising nor regrettable but
whether the description of the thing itself be
true or false, for that very reason, of serious im-
portance. In this particular case, I submit it to be
a misfortune—because a deliberate misfortune.
The water area lying between this island and
Canada and that between Canada and Australia
do not differ in conditions and characteristics
from any other oceanic districts of the world.
As, therefore, the route from here to Australia
via Canada is mainly over these particular areas,
it is obvious all the existing routes of the Empire
by sea have equal claims to be designated as
"All Red Routes." The special claim for
generous and special treatment by the United
Kingdom disappears when based upon continental
land, but not upon maritime. The truth is,
every one of the lines of communication
connecting parts of our Empire with
each other are "All Red"—the bluest of
blue water. All across the world's communi-
cation, and all are naturally open to the free use
of all nations in peace, while in war they will be
in the grip of predominant power at sea. Subsidizing
British ships to run over any particular
line cannot prevent other nations from subsidizing
their ships to do precisely the same thing. In
peace, no nation can nationalize its route, and
in war, while in the struggle war fleet can
high seas, while in war the strongest war fleet
can and will carry its way to whom it pleases.
Sir, calling a route which is mainly maritime
by a false name will neither prevent commercial
competition in peace, nor frighten victorious
admirals in war from shutting it up like a
telephone.

If these observations appear flippant, I can
only say they are offered in all sincerity, and
made for a serious purpose. We are a self-
governing people, and are responsible for a
world-wide Empire. One stream of commerce
runs towards spontaneous emotions rather than
reasoned thought, and popular opinion—even
though they may by trap-door means, as
if not actually formulated, policy. Policy as
promoted has in the end to be paid for, and may lead
to disastrous results. For example, last Session
Parliament was engaged in providing elaborate
means of escape from an incubus of waste and
confusion inflicted upon the nation nearly 50
years ago by a military policy which in its
phases of fire words—"State has bridged the
Channel." A few months later a further
impetus in the same direction was really
expressed in only three words—"Defence not
denial." In a military sense both these cries
were nebulous nonsense, but, nevertheless, they
were the keynotes of a military policy which,
for half a century, imposed upon the nation all
the pains and penalties of a gigantic and costly
struggle. Serious students of the Imperial problem
are therefore entitled to scrutinize closely the
real justification for any policy, and to be
"on guard" as an introduction to a demand
upon one's conscience. If examination discloses
an attempt to delude popular opinion into
accepting what is not true, surely it becomes
a clear duty to protest before, and not after, its
purpose is accomplished. It is for such reasons
I venture to protest against describing a route
from England to Australia via Canada as "the
All Red Route."

Dismissing further references to emotions or
sentiments, permit me to add brief observations
upon the business aspects of the contention that
the Mother Country ought to give financial aid
to the project. Now, as the sole trustee of the
Empire in its entirety, the Mother Country is
bound to have regard to the ways and means
available for the discharge of the obligations of
the Empire as a whole. These obligations are
enormous and increasing every hour; the ways
and means available for their fulfilment are very
limited indeed, and show but little, if any, sign
of probable augmentation. The obligations are
spread over the world, while the only provision
for their discharge is what it is possible to ex-
tract from the pockets of people domiciled in
Great Britain and Ireland. The paramount
duty of the sole trustee of the Empire is its
preservation intact. The Empire being
maritime in the essential condition of
its existence, the primary obligation to
be fulfilled is the provision and maintenance
of a fleet strong enough to keep for the
Empire a free sea. Accepting the two-Power
standard, as illustrating a Navy only strong
enough to do this, what do we find? We find
this an authoritative intimation of a possible
shortage of money required to keep up a fleet
on the two-Power standard basis. Speaking
with all the authority of an adviser of the
Crown, and with all the knowledge which a
Cabinet Minister alone can possess, Mr. H. D.
at Blair Athole on the 16th inst., proclaimed
"that it would be hard for us with a population
of 44,000,000 to maintain a two-Power standard
against two nations with a combined population
of 100,000,000." From this he drew an inference
stated in the following words:—"We might
not be able, in days to come, to depend wholly
and absolutely upon our Navy, with the
completeness of to-day, and should that time
arrive it would be upon the home defence
forces that we should have to rest our
trust. Mr. Hildane might, indeed, be
ought, to have added that, if and when that
time comes, the Empire, having lost control of
its internal communication, will be at an end.
The desire to at least postpone as long as
possible so terrific a catastrophe as the aban-
donment of the two-Power standard certainly
involves the true justification for the refusal
of the sole trustee and guardian of the Empire
to listen to appeals from Colonies for money to
multiply their sea routes to facilitate the
operations of their commerce. That attitude
should continue so long as they do not shirk the
responsibility and cost of the maintenance of
the fleet by which alone their individual and
collective safety can be secured. To permit the
diversion of funds from the Navy to help to
create additional sea routes would indeed be
a practical example of a spurious
patriotism."

It may be that Mr. Hildane's language was
coloured by a natural anxiety to promote the
interest of his Territorial Army. To get the
men for it is a primary condition of its becoming
a reality, which I for one hope may be achieved.
The temptation to frighten the country into
filling its pockets is considerable. It is in the
necessity for local military defence on such a
scale could best be promoted by making public
confidence in the fleet as the real and effective
shield of an island. Mr. Hildane is too honest
a man, and too able a statesman, to stoop to
attain such an object by such means. Never-
theless, he has abandoned an altar to which the
outlying Empire will do well to take heed.
I am most glad he has done so, for it is
important that our Colonial fellow-subjects
should realize that the cost of the maintenance
of the metropolitan provinces of their Empire cannot
adequately continue to lead in the race for
sea supremacy. All the great States competing
for predominance in maritime power draw upon
all the resources of all their provinces and all
their component parts. The British Empire
alone does not. The figures given by Mr.
Hildane ignore the Empire, but illustrate this
fundamental difference, which ought to be re-
cognized when making such comparisons.

It is no use mining the matter, if the several
parts of the Empire cannot or will not combine
to provide the naval power necessary to secure
what is common and essential to all, the passing
of the sceptre of the sea from British hands is
but a matter of time. Be that time long or
short, who can tell? But this we do know for
certain—that, once that sceptre passes to other
hands, not even an unlimited number of British
Territorial Armies, no matter what their size,
efficiency, and completeness, can ever get it
back. Yours, &c.,
JOHN C. R. COLOMBE.
Carlton Club, December 23.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *C. Ferd. Weiss* left Shanghai
on 1st inst. a.m., and may be expected here to-
day a.m.
The J.-C.J. Lijn str. *Tjilatjap* left Moji for
this port on the 31st ult., and may be expected
here to-morrow.

The Glen Lian str. *Glenloch* left Singapore
on the 2nd inst., and may be expected here on
the 8th inst.
The C.P.R. str. *Monteagle* arrived Shanghai
at 10.30 a.m. on Saturday, the 1st inst., and left
again at noon Sunday for Nagasaki, where she
was due to arrive at 6 a.m. yesterday.

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plexion, Mrs. Ellen's Creme Charmante, Lait
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of which does irreparable harm by laying the foundation of
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where other well-tried remedies have been powerless.

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all diseases for which it has been too much a failure
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ARRIVALS.

BLUESHIPS, British str., 1,959, W. J. Hebbelton, 3rd February—Cardiff 6th December, Coal—Admiralty.

BOURNON, French str., 997, Le Bail, 2nd Feb. Saigon 29th Jan. 1908—China.

BRASILIA, German str., 4,239, H. Haase, 3rd Feb.—Hamburg 20th Dec. and Singapore 28th Jan. General—Hamburg-Amerika Linie.

CHITZEN, Chinese str., 1,177, C. Stewart, 3rd February—Shanghai 31st Jan. General—China.

CHOWWA, German str., 1,055, G. Spiesen, 3rd February—Saigon 29th January, Rice—Batterfield & Swire.

DRUMMOND, British str., 2,476, J. Taitweather, 4th Feb.—from Bristol Channel, Coal—Order.

FEITZHOFF, Norwegian str., 891, Olaf Anderson, 3rd February—Saigon 29th Jan. Rice—Agashir, Thoresen & Co.

HASUDATA, Japanese flag ship, 3,400, Nishiyama, 3rd February—Japan 25th January.

HONG HEE, British str., 2,006, Helms, 4th February—Singapore 27th Jan. General—China.

INSUKUSIMA, Japanese cruiser, 2,375, Obana, 3rd February—Yokohama 25th January.

JACOB DIERCKHOF, German str., 623, A. Hansen, 2nd February—Hobson and Haiphong 1st Feb. General—Jensen & Co.

KOYUNO, German str., 1,427, H. Enigk, 4th February—Chinkiang 31st Jan. General—Hamburg-Amerika Linie.

KWANGSE, British str., 1,228, H. Scott, 4th Feb.—Chinkiang and Wuhu 31st Jan. General—Batterfield & Swire.

KWANGSE, British str., 1,012, H. Grand, 4th February—Shanghai 31st Feb.—Siemens & Co.

LANAN, British str., 2nd February—Canton.

MAGSUSUMI, Japanese cruiser, 3,400, Yashiro, 3rd Feb.—Japan 25th January.

MERAPI, Dutch str., 1,937, Uddal, 3rd Feb.—Java and Singapore 27th January, General—China.

NABEWA, Dutch str., 1,459, Westers, 2nd Feb.—Prio Sampo 19th January, Kerosine Oil—Meyer & Co.

NISHIN MARU, Japanese str., 1,957, S. Shira-kawa, 3rd Feb.—Moji 27th Jan. Coal—Mitsui & Co.

NUSIA, British str., 3,844, F. J. Fox, 4th Feb.—London 21st Feb. and Singapore 30th Jan. General—P. & O. S. N. Co.

OBAND, British str., 917, T. A. Die, 3rd Feb.—Batavia (Borneo) 27th January, Timber—Wells & Co.

PANDEPENN, British str., 1,300, J. H. Scott, 2nd Feb.—Saigon 28th January, Rice—China.

PRINZ SIGISMUND, German str., 3,300, Lenz, 4th February—Sydney 14th January and Melbourne 1st Feb. General—Melchers & Co.

PROMETHEA, Nor. str., 1,924, O. Cornelissen, 4th February—Bangkok 26th Jan. Rice—Nippon Yusen Kaisha.

SADO MARU, Japanese str., 3,860, Geo. Anderson, 3rd Feb.—Yokohama via Kobe, Moji and Shanghai 5th Feb. General—N. Y. K.

SHIMOSA, British str., 2,699, H. S. Best, 3rd Feb.—Shanghai 30th Jan. General—Doddwell & Co.

SUNGLAND, British str., 987, G. H. Penne-father, 3rd February—Hilo 30th January, Coal—Batterfield & Swire.

WILKINSON, American guest steamer, Gen. W. R. Bush, 4th Feb.—Swatow 3rd Feb.

YOKOHAMA, British str., 1,305, F. D. Northcote, 3rd February—Shanghai 30th January General—Batterfield & Swire.

ZAFIRO, British str., 1,620, R. Rodgers, 3rd February—Manila 1st February, Hemp and Sugar—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
4th February.

BRASILIA, German str., for Shanghai.

CHITZEN, Chinese str., for Moji.

SADO MARU, Japanese str., for Singapore.

DEPARTURES.

4th February.

SHINANO MARU, Japanese str., for Shanghai.

TUENHONG, Dutch str., for Batavia.

YAMBA, French str., for Europe, &c.

VESSELS IN DOCK.

February 4th.

ABERDEEN DOCKS.—Neil Meland, Persia, Germania, Quilcho, Amigo, Sorogon.

COMMON DOCKS.—Singen, Suisang, Ching-shing.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE
WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR HONGKONG AND NEW YORK.
S.S. "SHIMOSA" 12th February.

For Freight and further information, apply to
DODWELL & CO., LD.
Agents.
Hongkong 21st January, 1908. 167

"SHIRE" LINE OF STEAMERS
LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship
"FLINTSHIRE."
Will be despatched for the above Ports on
THURSDAY, the 20th February.
For Freight and further Particulars, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong 23rd January, 1908. 179

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.
Regular Steamship Service between Hongkong
CALLAO and IQUIQUE, via JAPAN
PORTS (Kobe and Yokohama).
With Liberty to call at Honolulu and
Salina Cruz.

Steamer
"KASATO MARU" 1,100. Sometime in
March 1908.

Taking Freight and Passengers to other
Eastern and Western Coast Ports of South
America in connection with Steamers of the
Pacific S. N. Co.

K. MATSUDA, Manager,
Yokohama Building.
Hongkong, 17th December, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via SUEZ CANAL	PENINSULAR	Brit. str.	R. A. Peters	P. & O. S. N. Co.	On 8th inst. at Noon.
LONDON, ANTWERP & HAMBURG	FLINTSHIRE	Brit. str.	Habel	SHEWAN, TOMES & CO.	On 20th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	SAKONIA	Ger. str.	Magnus	HAMBURG-AMERIKA LINIE	On 18th inst.
MARSEILLES, &c. via PORT OF CALL	COBANIAN	Ger. str.	H. Fybos	MESSAGERIES MARITIMES	On 18th inst. at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN &c.	PETRONIA	Dan. str.	H. Fybos	MELCHERS & CO.	On 21st inst.
MARSEILLES, LONDON & ANTWERP	RENNANIA	Ger. str.	C. W. Longden, R.M.R.	HAMBURG-AMERIKA LINIE	On 21st inst.
MARSEILLES, LONDON & ANTWERP	PALAWAN	Ger. str.	Wagner	HAMBURG-AMERIKA LINIE	About 12th inst.
ROTTERDAM, BREMEN & HAMBURG via STRAITS, &c.	AMBRIA	Ger. str.	Swobbinghamer	HAMBURG-AMERIKA LINIE	To-day.
ROTTERDAM & HAMBURG via STRAITS, &c.	SPRZIA	Ger. str.	Peter	HAMBURG-AMERIKA LINIE	On 24th inst.
BREMEN & HAMBURG via STRAITS, &c.	PRINZ HENRICH	Ger. str.	P. Gersch	MELCHERS & CO.	On 12th inst. at Noon.
NAPLES, GENOA, ALGIERES GIBRALTAR &c.	AUSTRIA	Aus. str.	Gillhuber	SANDER, WIEBER & CO.	About 24th inst.
TRIESTE, &c. via SINGAPORE, &c.	SHIMOSA	Brit. str.	MaoFarlane	DODWELL & CO., LTD.	On 12th inst.
BOSTON & NEW YORK	INDRANI	Brit. str.		JARDINE, MATHESON & CO., LD.	About 25th inst.
NEW YORK via SUEZ CANAL	SAINT PATRICK	Brit. str.		SHEWAN, TOMES & CO.	On 18th March.
NEW YORK via PORTS & SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.		CANADIAN PACIFIC R. CO.	On 13th inst. at 4 P.M.
VANCOUVER via SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.		SHAWAN, TOMES & CO.	On 22nd April, at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	KUMERO	Am. str.	Cowley	DODWELL & CO., LTD.	On 8th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	KASATO MARU	Jap. str.	D. M. R.	TOYO KISEN KAISHA	Sometime in March.
CALLAO and IQUIQUE via JAPAN PORTS, &c.	CHANGSHA	Brit. str.	G. W. Eady	BUTTERFIELD & SWIRE	On 10th inst. at 4 P.M.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	D. Lenz	MELCHERS & CO.	On 27th inst. at 5 P.M.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	D. Lenz	MELCHERS & CO.	About 8th inst.
YOKOHAMA AND KOBE	YOKOHAMA	Jap. str.	Pand'z	JAYA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	TSINGTAO & CHEFOO	Brit. str.	Dowson	BUTTERFIELD & SWIRE	On 8th inst. at 4 P.M.
CHINKIANG & WUHU	KOWLOON	Ger. str.	T. Stehr	HAMBURG-AMERIKA LINIE	On 10th inst.
SHANGHAI, YOKOHAMA & KOBE	BRASILIA	Ger. str.		HAMBURG-AMERIKA LINIE	To-day.
SHANGHAI via SWATOW	KWONGSANG	Brit. str.	W. P. Baker	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NUBIA	Brit. str.	F. J. Fox	P. & O. S. N. Co.	About 5th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	LIHAI	Brit. str.	Williams	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	T. M. R.	BUTTERFIELD & SWIRE	On 8th inst. at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	DELTA	Brit. str.	C. L. Daniel, R.M.R.	BUTTERFIELD & SWIRE	About 7th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KIKUKI	Brit. str.	H. A. Wall	BUTTERFIELD & SWIRE	On 13th inst. at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	GROBEN	Ger. str.	B. Wilhelm	MELCHERS & CO.	On 14th inst. at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KUTANG	Brit. str.	Bradley	JARDINE, MATHESON & CO., LD.	On 13th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CATHAY	Dan. str.		MELCHERS & CO.	On 15th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SAMBA	Ger. str.		HAMBURG-AMERIKA LINIE	On 15th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	FUKUSHU MARU	Jap. str.	T. Ito	OSAKA SHOSHEN KAISHA	On 10th inst. at Daylight
SHANGHAI, MOJI, KOBE & YOKOHAMA	JOHIN MARU	Jap. str.	H. S. Smith	OSAKA SHOSHEN KAISHA	On 9th inst. at 9 A.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAICHING	Jap. str.	A. B. Hodgins	DOUGLAS LARSEN & CO.	To-morrow, at 11 A.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAICHING	Jap. str.	A. B. Hodgins	DOUGLAS LARSEN & CO.	To-morrow, at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TAMING	Brit. str.	E. Forsyth	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KUENANG	Brit. str.	M. R. Northbridge	JARDINE, MATHESON & CO., LD.	On 5th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	ZAFIRO	Brit. str.	Rodger	SHEWAN, TOMES & CO.	On 14th inst. at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TEAN	Brit. str.	A. Somerville	JARDINE, MATHESON & CO., LD.	On 15th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	S. J. Payne	BUTTERFIELD & SWIRE	On 14th inst. at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	RUBI	Brit. str.	R. Almond	SHEWAN, TOMES & CO.	On 15th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KUENANG	Brit. str.	G. H. Pennefather	BUTTERFIELD & SWIRE	On 7th inst. at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MAUSANG	Brit. str.	Mathias	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BOBRO	Ger. str.	R. Houghton	JARDINE, MATHESON & CO., LD.	On 8th inst. at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	LEVANZO	Brit. str.	F. Semhill	MELCHERS & CO.	Middle of February.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMANG	Brit. str.	Belato	CARLOWITZ & CO.	On 12th inst. at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	LEVANZO	Brit. str.	J. G. Olfert	DAVID SARGSON & CO., LTD.	On 8th inst. at 3 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMANG	Brit. str.	M. B. Lake	JARDINE, MATHESON & CO., LD.	On 20th inst. at 3 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	LEVANZO	Brit. str.	van Emmerick	JAYA-CHINA-JAPAN LINE	About 11th inst.

CANADIAN PACIFIC RAILWAY,
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific is the "EMPEROR LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPEROR OF JAPAN" 6,000		THURSDAY, 19th Feb.	2nd March
"EMPEROR OF CHINA" 6,000		THURSDAY, 12th March	30th March
"EMPEROR OF INDIA" 6,000		THURSDAY, 9th April	27th April
"MONTEAGLE" 6,168		WEDNESDAY, 22nd April	16th May
"EMPEROR OF JAPAN" 6,000		THURSDAY, 7th May	25th May
"EMPEROR OF CHINA" 6,000		THURSDAY, 4th June	22nd June

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
10 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York 27/10

Intermediate on Steamers 240, 242

and 1st Class Railways.....

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the
American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates,
affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CHADDOCK, General Traffic Agent for China,
Corner Prater Street and Praya opposite Blake Pier.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amusements, Electric Light, Perfect
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	Rodger	Manila	On 8th February.
RUBI	2540	R. W. Almond	Manila	On 15th February.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 4th February, 1908. 14

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "SAINT PATRICK" About 16th March.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 23rd January, 1908. 15

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & KOBE	"CATHAY"	On 13th February.
MARSEILLES, HAVRE COPENHAGEN & ST. PETERSBURG	"PETRONIA"	On 31st February.

For Further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 4th February, 1908. 6

NORTH PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTH PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
KUMERIC	6,232	Cowley	On 8th February, 1908.
SHAWMUT	9,648	E. V. Roberts	On 21st February, 1908.
TREMONT	9,608	T. W. Garlick	On 17th March, 1908.
SUVERIC	6,232	W. Shotton	On 8th April, 1908.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED.
GENERAL AGENTS.
Queen's Buildings.

Hongkong, 18th January, 1908. 8

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

SHANGHAI via SWATOW

MANILA

SANDAKAN

SHANGHAI, YOKOHAMA, KOBE & MOJI

MANILA

SINGAPORE, PENANG & CALCUTTA

FOR THE MANILA CARNIVAL.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila
of the 24th and 31st instant, available for 90 days from date of issue. Passengers taking out
these tickets are exempt from the Head Tax.

These Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, and Tientsin
via Cheungwan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

Hongkong, 5th February, 1908. 12

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEEN, EGYPT,

MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERMAN GULF, CONTINENTAL,

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"PENINSULAR."

Captain R. A. Peters, carrying His
Majesty's Mail, will be despatched from
this for Bombay &c. on SATURDAY,
the 8th February, at Noon, taking
passengers and cargo for the above ports
in connection with the Company's s.s.
"MACEDONIA," 10,500 tons, from Colombo
passengers' accommodation in which vessel
is secured before departure from Hongkong.
Silk and Valuables, all cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMEN	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, NUBIA, and YOKOHAMA	DELTA Capt. C. L. Daniel	About 5th Febr.	Freight and Passage.
SHANGHAI	DELTA Capt. C. L. Daniel	About 7th Febr.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	REINISLAND Capt. R. A. Peters	Noon, 8th Febr.	See Special Advertisement.
MARSEILLES, LONDON, and ANTWERP	PALAWAN Capt. C. R. Longden, R.N.	About 12th Febr.	Freight and Passage.

For further Particulars, apply to

R. A. HEWETT,
Superintendent.

CHINA NAVIGATION CO., LIMITED.

FOR	STAMEN	TO SAIL
MANILA, MOIHOW, and HAIPHONG	"TAIHO"	On 5th Febr., 4 P.M.
SHANGHAI, CEBU, and ILOILO	"HUICHOW"	On 6th Febr., Noon.
SHANGHAI	"LINAN"	On 6th Febr., 4 P.M.
SHANGHAI	"SUNGKIANG"	On 7th Febr., 4 P.M.
SHANGHAI	"YOHOW"	On 8th Febr., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"KWEIYANG"	On 8th Febr., 4 P.M.

* "CHANGSHA" ... On 10th Febr., 4 P.M.

* "KIUKIANG" ... On 11th Febr., 4 P.M.

* "TEAN" ... On 11th Febr., 4 P.M.

* "KAIFONG" ... On 15th Febr., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight and Passage, apply to—
HONGKONG, 5th February, 1908.

BUTTERFIELD & SWIRE,
AGENTS.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STAMEN	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About Thursday, 5th February.
NAPLES, GENOA, ALGIERS, GBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ HEINRICH"	Wed. 12th Febr., at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"GOEBEN"	About Wed. 12th Febr.
KUDAT and SANDAKAN	"BOENBO"	Middle of Feb.
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 27th Febr., at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHER & CO.
GENERAL AGENTS, HONGKONG & CHINA.

HAMBURG-AMERIKA-LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also, via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMEWARD
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BRASILIA ... 5th Febr.	FOR ROTTERDAM, BREMEN & HAMBURG: S.S. C. FELD, LABISZ ... 5th Febr.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA ... 15th Febr.	FOR ROTTERDAM, BREMEN & HAMBURG: S.S. SAKONYA ... 15th Febr.
FOR SHANGHAI, YOKOHAMA & KOBE: HOHNSTAUFEN ... 21st Febr.	FOR ROTTERDAM & HAMBURG: S.S. AMBRIA ... 22nd Febr.
FOR SHANGHAI, YOKOHAMA & KOBE: BELGRAVIA ... 5th March	FOR ROTTERDAM, BREMEN & HAMBURG: S.S. RHENANIA ... 26th Febr.

S.S. KOWLOON ... FOR CHONGKIANG & WUHU ... On 10th February. Freight.

For Further Particulars, apply to—
HONGKONG, 5th February, 1908.

HAMBURG-AMERIKA-LINIE,
HONGKONG OFFICE.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAKAO VIA SWATOW, AMOY AND ANPING	"FUKUSHU MARU" Capt. T. Ito	THURSDAY, 5th Febr., at Daylight.
TAMUI VIA SWATOW	"JOSHIN MARU" Capt. H. S. SMITH	SUNDAY, 9th Febr., at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

HONGKONG, 5th February, 1908.

T. ARIMA, Manager.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STAMEN	FROM	EXPEDITION ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJEBODAS	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJILATJAP.	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJIPANAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIKINI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIMAH	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
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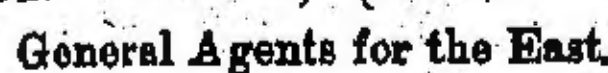
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